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- b. Trucks vary from seven, nine, 11 to about 15 tons net. The railroad is in very poor shape and there is always a shortage of cars. If three ships are loading alongside berths three, four and five, 60 cars per day are needed for each, that is 180 per day, so that to maintain continuous loading a two day supply of 360 cars, is necessary. In 1952, 30 trucks per day were allocated and there appeared little improvement by 1954. Six ships per month appears to be the maximum capacity, without incurring demurrage.

5. Priority Berths:

- a. Incoming liners and vessels bringing coal and food grains get berth priority and tramps loading are ordered out of berth by the Port Authority, to enable such vessels to unload. The resident representative of the WIPR has one continuous headache over this matter.
- b. The government and Port Authorities stipulate that half the chartered quantity of ore must be available at the port before the vessel can be allowed to berth. If such quantity is not available the vessel loses her berthing turn which goes to the next arriving ship.

6. Pilot: There is one pilot at Mormugao Harbor who takes steamers in and out of berth and helps them shift in "stream".

7. Stream-loading: The loading in stream is actually loading in the harbor at the mouth of the river. Steamers which load in-stream generally go up river for about three quarters of a mile and lie in a fairly sheltered area. There they load up to about 17-19 ft draft and then shift to another place where they load up to about 24-25 ft draft. After that, they have to shift outside the breakwater for further loading during the fair season. During the monsoon season loading outside the breakwater is impossible due to the very heavy swell and steamers generally load in berth.

8. Native or Country Craft:

- a. The so called stream loading entails craft going straight from the ore bins at the mines to directly alongside the ocean vessel instead of discharging at the primitive jetty near the stocking ground. When they unload at the jetty, the ore must be loaded into railway cars which are then placed alongside loading berths three, four and five.
- b. The native craft appear to be built of wood. The only propelling power is sail and tide. They are expertly handled by their owners who are good seamen. In favorable weather they take about six hours from the mine bins to Mormugao Harbor, about three hours by river and about three across the open harbor water. The average haul is 25 to 35 miles. These craft normally carry from 20 to 50 tons. A good average loading rate by native craft is three to five hundred tons per day from October to the third week in April. During the monsoon season craft do not run into the harbor and all ore has to come by rail to the stocking grounds.

9. Stocking Grounds: The stocking grounds are located about a mile from the loading berths. They are all owned by the WIPR and are leased to various shippers. They appear to be ample in area and are located adjacent to the railway lines coming from inland.

10. Working Hours: The working hours are from 7 a.m. to 12 noon and 1:30 to 6:30 p.m. for the day shift and 7 to 11:30 p.m. and 12 midnight to 3:30 a.m. for the night shift. The port works on Sunday.

11. Dredging: Dredging was being carried on outside the entrance of the harbor in 1952. There was no mention of dredging in 1954.

/Available on file in CIA Graphics Register are six black and white photographs showing ships loading in-stream, berth No. five and ore being discharged from railroad cars [REDACTED].

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